

State of Florida Department of Transportation
Aviation Office

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8/20/2026

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Merritt Island Airport				Inspection Date: 8/12/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: COI		FAA Site No.: 03323.*A		FDOT District: 5	
0.00 Miles of Merritt Island				County: Brevard	
ARP Latitude: 28° 20' 29.76		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 41' 7.75				Use: Public	
Elevation: 5.9		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Titusville-Cocoa Airport District			Facility Physical Address		
Address: 1 Bristow Way			Address: 900 Airport Rd		
City:	Titusville	State: FL	ZIP:	32780	
Phone:	(321) 267-8780	Fax:	(321) 383-4284		
Email:	kdaugherty@flyspacecoast.org				
Owner Representative: Kevin Daugherty			Facility Manager: Christina Kinard		
Address: 51 Bristow Way			Address: 355 Golden Knights Blvd		
City:	Titusville	State: FL	ZIP:	32780	
Phone:	(321) 267-8780				
Email:	kdaugherty@flyspacecoast.org				
City:	Titusville	State: FL	ZIP:	32780	
Phone:	(321) 267-8780				
Email:	ckinard@flyspacecoast.org				

<i>Acreeage:</i>	140	<i>Residential Airpark:</i>	No	<i>Beacon:</i>	C-G
<i>Section:</i>	01	<i>Township:</i>	25S	<i>Range:</i>	36E
<i>Lighting Schedule:</i>	Radio Controlled				
<i>Attendance Schedule:</i>	<i>Month/Day/Hour</i> ALL / ALL / 0800-1800				
				<i>Wind Indicator:</i>	Yes
				<i>Lighted:</i>	Yes
				<i>Notes:</i>	
				<i>Segmented Circle:</i>	Yes
				<i>Lighted:</i>	Yes
				<i>Facility Website:</i>	https://flyspacecoast.org/merritt-island-airport-coi/
				<i>Ask in any new facility aerals/photos are available</i>	

Based Aircraft									
Year:	2011	Single Engine:	174	Jet Engine:	0	Glider:	0	Ultralight:	0
Source:	Inspector	Multi Engine:	45	Helicopter:	6	Military:	0	Seaplane:	
Total Based Aircraft:									

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom			
FSS ID:	☒ PIE	Clearance Delivery:	☐
FSS on Airport:	☒ No	Ground Control:	☐
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐
VorTac:	☒ ORL 112.2 109d/36.4 nm	Approach Control:	☒ 134.950
AWOS/ASOS:	☒ 119.025	Unicom:	☒ 122.975
Instrument Approach:	☒ LPV, LNAV	ATIS:	☐
		CTAF:	☒ 122.975

Facility Name: Merritt Island Airport

Inspection Date: 8/12/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Services

Fuel:

A	☒
A1	☐
A1+	☐
B	☐
B+	☐
Diesel	☐
E85	☐
G100UL	☐
Mogas	☐
SAF	☐
UL102	☐
80	☐
85UL	☐
87	☐
91/96	☐
91/96UL	☐
100	☐
100LL	☒
100VLL	☐
115	☐

Bottle Oxygen:

High	☐
Low	☐

Bulk Oxygen:

High	☐
Low	☐

Transient Storage:

Buoy	☐
Hangar	☐
Tie Downs	☒

Airframe:

Major	☒
Minor	☒

Power Plant:

Major	☒
Minor	☒

Other Services:

Aerial Surveying	☐
Air Ambulance	☐
Air Freight	☐
Aircraft Rental	☒
Aircraft Sales	☐
Avionics	☒
Beaching Gear	☐
Car Rental	☐
Cargo	☐
Courtesy Car	☐
Charter	☐
Crop Dusting	☐
Glider	☐
Glider Towing	☐
Instruction	☒
Internet	☐
Lodging	☒ 1 1/2 miles
Parachute Jumping Area	☐
Restaurant	☒ 1 1/2 miles
Restrooms	☒
Taxi	☒
Telephone	☒

Aircraft Charging Stations:

Electric Charging Stations	☐
Hydrogen Charging Stations	☐
Battery Charging Stations	☐
Solar Charging Stations	☐
Auto Charging Stations	☐

Aircraft Electric Charging Power Rating:

Alternating Current	☐
Direct Current	☐

Aircraft Electric Charging Station Plug Type

AC - J1772	☐
AC - Mennekes	☐
DC - GB/T	☐
DC - CCS Type1	☐
DC - CCS Type2	☐
DC - MCS	☐
DC - CHAdeMO	☐
Other	☐

Support Infrastructure:

Passenger Waiting Facility	☐
Aircraft Tug Station	☐
Deicing Equipment	☐
Battery Thermal Conditioning System	☐
Maintenance Platforms, Ladders, Inspection	☐
Provider of Services	☐
Fire Suppression/Extinguishing System	☐

Aircraft Cabin Thermal Conditioning Equipment	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Airport Inspection Record

Facility Name: Merritt Island Airport				Inspection Date: 8/12/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
11/29	Existing	3,601 x 75	Asph	Fair	MIRL
<i>Comments:</i>					

RWY 11

FAR 77 Category A(NP).

RWY 29

FAR 77 Category A(V).

Approach ratio required is RWY 11 20:1 and RWY 29 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 11

	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
11	28° 20' 35.66	80° 41' 26.76	Estimated	0:1	NPI-P	P2L	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	Yes		0:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L
<i>Runway End</i>	Yes		6:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>	Yes	278 ft	20:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L

Runway 29

	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
29	28° 20' 23.85	80° 40' 48.73	Estimated	20:1	NPI-P	P2L	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	No		20:1	BOAT		25 ft	700 ft	Before Runway End	250 ft R
<i>Runway End</i>									
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>									

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronautical Study</i>	<i>Determination</i>
EQUIP	28° 20' 34.53	80° 41' 19.62	Estimated	102 ft	N	2 ft	No	Yes	Yes		
EQUIP	28° 20' 25.03	80° 40' 55.88	Estimated	100 ft	S	2 ft	No	Yes	Yes		
BLDG	28° 20' 38.39	80° 41' 27.17	Estimated	250 ft	N	20 ft	No	No	No		
ACFT	28° 20' 38.15	80° 41' 28.24	Estimated	193 ft	N		No	No	No		
ACFT	28° 20' 38.03	80° 41' 27.85	Estimated	193 ft	N		No	No	No		
ACFT	28° 20' 37.63	80° 41' 25.79	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 37.25	80° 41' 24.44	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 36.85	80° 41' 23.04	Estimated	190 ft	N		No	No	No		

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ACFT	28° 20' 36.47	80° 41' 21.70	Estimated	190 ft	N	No	No	No
ACFT	28° 20' 35.94	80° 41' 20.34	Estimated	190 ft	N	No	No	No
ACFT	28° 20' 35.47	80° 41' 18.96	Estimated	190 ft	N	No	No	No
ACFT	28° 20' 32.15	80° 41' 23.55	Estimated	225 ft	S	No	No	No

Instrument Approach

11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles			
11	LPV	1.00 Miles	1.00 Miles			

Facility Name: Merritt Island Airport

Inspection Date: 8/12/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date 8/12/26

Next Inspection 8/31/27

Mitigated Deficiencies

11/29 :
Taxiway
(A1)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A1 holding position marking is placed 125 feet from centerline.

Taxiway A1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(A1)
Hold
Position

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway A1 hold position marking black border is faded and in poor condition.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

11/29 :
Taxiway
(A1)
Hold
Position

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway A1 hold position markings do not contain a sufficient amount of glass beads.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

11/29 :
Taxiway
(A2)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A2 holding position marking is placed 125 feet from centerline.

Taxiway A2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(A3)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A3 holding position marking is placed 125 feet from centerline.

Taxiway A3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(A4)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A4 holding position marking is placed 125 feet from centerline.

Taxiway A4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

Airport Inspection Record

Facility Name: Merritt Island Airport

Inspection Date: 8/12/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

11/29 :
Taxiway
(A5)
In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A5 holding position marking is placed 125 feet from centerline.

Taxiway A5 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(A5)
Hold
Position
In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway A5 hold position marking black border is faded and in poor condition.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

11/29 :
Taxiway
(A5)
Hold
Position
In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway A5 hold position markings do not contain a sufficient amount of glass beads.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

11/29 :
Taxiway
(B1)
In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B1 holding position marking is placed 125 feet from centerline.

Taxiway B1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(B2)
In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B2 holding position marking is placed 128 feet from centerline.

Taxiway B2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(B4)
In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B4 holding position marking is placed 120 feet from centerline.

Taxiway B4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :
Taxiway
(B4)
In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway B4 hold position markings are faded and in poor condition.

Airport Inspection Record

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Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

11/29 :
Taxiway
(B4)
Hold
Position

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway B4 hold position marking black border is faded and in poor condition.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

Facility

In accordance with Chapter 14-60.007(7)(e), FAC. – At least two category 80 B-C, or higher, type fire extinguishers shall be available at the airport, readily accessible, operationally functional, bear an unbroken seal, and be located in an area clearly identified to the public.

Only one category 80 B-C, or higher, type fire extinguisher was available at the airport that was operationally functional.

Received an e-mail from Ms. Christina Kinard, Inspection contact, on August 19, 2026, and she stated the fire extinguisher that was founder undercharged was serviced. A picture was provided to demonstrate compliance.

Rwy End: 11

In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.

Runway 11 approach surface ratio is 0:1 due to building, 20 feet tall, 122 feet before the approach end of the runway, 250 feet left of centerline.

Received an e-mail from Ms. Christina Kinard, Inspection contact, on August 13, 2026, and she stated that the plan is to still remove the building in order to relocate the tenant to a new building elsewhere on the property under the Design & Construct Corporate Hangar project (PFL0011001). The airport has previously provided notice to the tenant about the relocation, but a definitive timeframe hasn't been established due to other capital projects underway to preserve the airfield infrastructure. This is consistent with the Airport Master Plan that indicates the building is to be removed and relocated. Otherwise, the approach surface ratio is 25:1 due to tree 48 feet tall, 1,305 feet before the end of the runway, 25 feet right of centerline.

A comment has been published on the FAA AFD to advise flight crews of unlighted obstructions present for Runway 11/29.

Rwy End: 11

In accordance with Chapter 14-60.007(2)(b)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the width of the primary surface is 500 feet.

Facility Name: Merritt Island Airport

Inspection Date: 8/12/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Aircraft 200 feet before the approach end of Runway 11, 193 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Building, 20 feet tall, 200 feet to 122 feet before the approach end of Runway 11, 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 0 feet before the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 150 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 275 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 400 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 530 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 660 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Received an e-mail from Ms. Christina Kinard, Inspection contact, on August 13, 2026, and she stated that the plan is to still remove the building in order to relocate the tenant to a new building elsewhere on the property under the Design & Construct Corporate Hangar project (PFL0011001). The airport has previously provided notice to the tenant about the relocation, but a definitive timeframe hasn't been established due to other capital projects underway to preserve the airfield infrastructure. This is consistent with the Airport Master Plan that indicates the building is to be removed and relocated. Otherwise, the approach surface ratio is 25:1 due to tree 48 feet tall, 1,305 feet before the end of the runway, 25 feet right of centerline.

A comment has been published on the FAA AFD to advise flight crews of unlighted obstructions present for Runway 11/29.

Rwy End: 11 In accordance with Chapter 14-60.007(2)(b)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the width of the primary surface is 500 feet.

Aircraft 370 feet to 1,177 feet after the approach end of Runway 11, 225 feet right of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft parking location meets Runway Object Free Area (ROFA) standards contained in FAA Advisory Circular 150-5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

Rwy End: 11
Runway
Centerline In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 11/29 runway centerline markings are not outlined with a black border six inches or greater in width.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

Rwy End: 11
Runway
Designation In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 11 runway designation markings are not outlined with a black border six inches or greater in width.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

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Inspector: David Smith

Rwy End: 11
Threshold
Bar

In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 11 threshold marking is not outlined with a black border six inches or greater in width.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

Rwy End: 29
Threshold
Bar

In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 29 threshold bar is not outlined with a black border six inches or greater in width.

Spoke with Ms. Christina Kinard, Inspection contact, after the inspection on August 12, 2026 and she stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by September 30, 2026.

License

Effective: 12/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 11/30/2027

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 11/29 is available for non-precision instrument and visual approaches.

- a. Runway 11 is FAR 77 category A(NP).
- b. Runway 29 is FAR 77 category A(V).

2. Runway 11 threshold is displaced to the approach end of the runway.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation “special” and shall state the conditions subject to which the license is granted.

1. Runway 11 approach surface ratio is 0:1 due to building, 20 feet tall, 122 feet before the approach end of the runway, 250 feet left of centerline.

2. Aircraft at the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

3. Aircraft 370 feet to 1,177 feet after the approach end of Runway 11, 225 feet right of centerline, penetrates the Primary Surface of Runway 11/29.

Additional Licensing Remarks: